

Tanaka, Minister of Foreign Affairs, has sent a letter to the British Consul, stating that the Emperor being sacred and inviolable, as set forth in the Constitution, His Majesty could not be held responsible in the *Chino-Russo* case, even if the plaintiff in the name of the Government should lose it. The case was heard on the 11th inst., when Mr. Lowder explained the reasons of his counter-claim of 100,000 yen, and gave the ground of his objection to the demands of the Japanese Government. The plaintiff's advisers contended that the reply of the defendant party was groundless and that any counter-claim against Japan must be made in the Japanese Courts.

A boat containing over \$10,000, in hard cash, was attacked by bandits recently at a place called Lan-Lao-Kow, near Sungking, and the treasure carried off. A report of the occurrence having been sent to the Chinese police, a proclamation offering rewards ranging from \$100 for individual members of the gang to \$1,000 for the entire number, has been issued, and the *Sheng-hai Mercury* has said that the bandits fled towards Sing-mo, on the way to Chao-pi.

The *Hu-ping* says that terrible accounts of the distress prevailing in Shensi on account of the famine in that province, have been brought to Nippon by a man who arrived there on the 10th inst., in the *S. P. H. K. K.* The man in question had with him two girls, aged respectively 16 and 12 years, whom he said he had bought at Chang-Ku-Ku, Shensi, for 10 strings of copper cash each. The people of the distressed province are dying in thousands. The flesh of the arms and thighs of the poor wretches who sink down in exhaustion and die, is quickly cut off by those who still have the strength to do so, and eaten.

The *Mei-shi Shin-bun* says that the following questions are to be addressed to the Japanese government with regard to the Korean indemnity, namely: Why the government agreed to accept \$110,000,000 instead of \$200,000,000? If the former amount was sufficient, how was the latter amount been expended? How will the government explain its loss of power in Korea, and how will it make up the difference between the amount claimed and the amount it has consented to accept?

In 1838, according to a rather interesting narrative in the *Revue Scientifique*, an American vessel was cruising off the coast of Peru when a violent and destructive earthquake occurred. The crew landed and rendered some assistance which was needed, and afterwards turned their attention to scientific exploration. The shock had uncovered a large number of cliffs, in which were mummies, dried like the bodies on the St. Bernard, surrounded with pottery, ornaments, household utensils, etc. On unwrapping a bandage from the heads of the mummies two curious artificial eyes fell out. These were for some time supposed to be the eyes of the mummies, but when the bandage was removed, the eyes were found to be of artificial origin. A chance opportunity revealed in one instance a strong mark on the face of the mummy, and the eyes were found to be of artificial origin. A chance opportunity revealed in one instance a strong mark on the face of the mummy, and the eyes were found to be of artificial origin.

The *N. O. Daily News* of the 21st inst. says:—Owing to the laziness evinced by the Woomung coolies, one of the Messageries Maritimes steamers at Woomung on Saturday last engaged forty coolies from Shanghai under the leadership of the head coolie of Messrs. Butterfield and Swire's godowns, to do night work on board. This was objected to by the regular coolie corps at Woomung, and accordingly on Sunday morning the outside coolies were returning to Shanghai, they were attacked by the displaced men. A desperate fight ensued, in which the latter gained the advantage. Upon the soldiers from the Fort appearing on the scene, the police came to the rescue and carried three of the assailants and three of the attacked who were wounded to an empty house where they nearly killed them. Here again the police came to the rescue and carried three of the assailants and three of the attacked who were wounded to an empty house where they nearly killed them.

The *Shanghai Mercury* of the 19th inst. says:—By last telegrams, British & Co., Ltd., agents for the New India Mines, Ltd., registered the following communication from the Secretary of the New India Mines, Ltd., dated the 19th May, 1893:—The extraordinary general meeting, adjourned from 30th March last, was held on the 16th inst. when the following resolutions were passed:—The shareholders demand audited accounts explanation of the company's position before expressing any opinion was read to the shareholders present. In view of the fact that the company is in a state of liquidation, it was resolved to further adjourn the proceedings until the 18th September next, the accounts from October 1st, 1890, to the 25th February last to be meanwhile audited by Messrs. Cooper, Hays & Co., and circulated among the shareholders. The advantage to be derived from this further delay is not apparent, as there are no funds available for carrying on the enterprise further, and failing a voluntary liquidation, there seems no possibility of advancing the much more expensive and tedious alternative of a winding up under the court. All this was fully explained to the shareholders, who nevertheless decided to adjourn as already determined.

INDIAN MERCHANTS IN HONGKONG AND THE PROPOSED CLOSING OF INDIAN MINES.

The following telegram was despatched to-day by the Indian Merchants in Hongkong:—His Excellency Viceroy of India, Simla.—All merchants engaged in Indian Trade Hongkong, earnestly urge Viceroy take no steps calculated to injure Indian trade in China. At present it is impossible to get remittances to India. Banks failing, closing, making a protest, and unproductive of any result. Indian business at a standstill. No remittances.

26th June, 1893.

EXPLOSION IN A POWDER FACTORY AT CANTON.

On Saturday last, between 4 and 5 p.m., the gunpowder factory at Sam Yuen Lee, outside Canton City, was the scene of a tremendous explosion the noise of which was heard at a great distance, while dense volumes of smoke darkened the sky. The factory was totally wrecked and several hundreds of houses in the vicinity were destroyed. The village of Yiu Toi, separated from the factory by a stream, was severely shaken and over three hundred houses were knocked down. The loss of life has not yet been ascertained. The authorities sent officers to the spot to make inquiries and relief to the distressed was promptly sent by a charitable institution. Troops were despatched to the place on Sunday. In this morning's issue of the *Chinese Mail* (Wah Chai Yat Po) a brief account by telegram of the explosion appears.

THE LOSS OF H.M.S. VICTORIA.

The fearful disaster in the Mediterranean, of which telegraphic intimation was received in Hongkong on Saturday, has, naturally, given rise to a considerable amount of discussion and speculation. In time of war serious loss of life might reasonably be looked for, but an accident like that just reported, which deprives the British Navy of some of its most distinguished men and throws into mourning many homes in England, happening in times of peace, has even a greater tendency to attract the attention of the people upon that section of Britain's warlike armament on which she most relies for protection from foreign menace. The fact is often alluded to in after-dinner oratory that the British navy, since the days of the old wooden walls which gained us renown and supremacy on the seas, has never been tested. The destruction of *Alexandria* by British ironclads could not be regarded in the light of a serious test, for there the ships were on the offensive. What would happen were two fleets of modern warships opposed to each other in deadly conflict could only be conjectured, and it is sad to reflect that the most substantial grounds on which conjecture can be based are obtained from the records of mishaps and disasters that have overtaken ironclads—and, in the majority of instances, British ironclads.

When the huge mass of complex machinery on board a modern battleship is taken into consideration, one cannot fail to understand how easy it is to make irretrievable mistakes which may lead to serious loss of life. Every year the demands of the naval scientific expert in making discoveries and promoting expensive innovations or improvements increase; but in spite of the advances science has made in this particular branch we do not seem to approach any nearer to the same of safety for those on board our ships. Accidents, sometimes trivial, sometimes serious, are constantly occurring. Only the other month it was the *Howe* that was in trouble; the *Sultan* also came to grief on the Mediterranean Station, and in February of last year the *Victoria* ran ashore on the coast of Syria, not far from the scene of the present disaster, while exercising in shallow water with torpedoes. After great exertions on the part of her officers and crew she was got afloat and taken to Malta.

The *Victoria* is one of the twenty-one first-class armour-clads, either afloat or under construction, included in the scheme adopted by the late Salisbury Administration. She had a displacement of 10,470 tons. Her engines were of 7600 horse power (natural draught), but 14,000 horse power with a forced draught. She carried fifteen large guns, including two 111-ton guns. The only other ships that carry 111-ton guns are the *Benbow* and the *Sanpaul*, and it is not likely that such heavy guns will be placed on any of our other armour-clads. She was built at a cost of over £1,000,000. There is not the least likelihood that an attempt will be made to save any portion of her valuable armament.

COMPLETE LIST OF OFFICERS AND WARRANT OFFICERS.

The following is a complete list of the officers and warrant officers on board, taken from the latest issue of the Navy List:—Vice-Admiral Sir Geo. Tryon, K.C.B., Flag-Lieutenant—the Lord Kilgobry, Secretary—Charles J. Fawcett, Clerk to Secretary—James A. Clarke, Tom Gorman, Charles F. Pollard, and Henry R. Allen.

Midshipmen—Norman Inglis, Arthur G. Driver, Edwin J. G. Lane, A. Ward, Harold G. H. Lanyon, Walter E. H. Gambier, Oswald W. O. Rogers, J. P. Barlett, J. D. Roberts, W. H. F. W. Maclean.

Sir George Tryon, Geoffrey T. P. Hornby, eldest admiral in the fleet, was in command of the ship in the Naval Manoeuvres in obtaining the award of honour he secured in 1891 when in command of the *Sebastopol*, during the day in the trenches, and was present at all the operations, and at the capture of Kertch and Turkish Medias, Kerkennah and Sebastopol (middle of 3rd class), specially mentioned in despatches for services as Director of Transport during the Abyssinian War, 1868 (Abyssinian Medal); Private Secretary to the First Lord of the Admiralty, 1874-75; C. B., 15th August, 1885; 2nd Class, 1st Division, 27th November, 1879; received the approval of the Government for the manner in which he discharged his duties on the coast of Tunis and in the Staff Commission of Inquiry, 1891. Officially complimented by the Admiralty on the 26th June, 1892, when paid off in 1891; Acting Permanent Secretary to the Admiralty, June, 1892; to April, 1894; Commander-in-Chief on Australian Station, 1894. It may be remembered that only six months ago, Sir George had a narrow escape from being drowned at Malta by falling from his boat when about to go on board the *Victoria*. There is absolutely no foundation for the statement that he was about to retire. With brilliant prospects of further advancement the probabilities were all against his retiring more especially as he had not nearly reached the age when flag officers are expected to retire from active life.

His Flag-Lieutenant, Lord Kilgobry, is a son of Earl Glenaville, presently in command at Portsmouth. Capt. the Hon. Maurice Bourke, who was in command of the *Victoria*, is a son of the Earl of Mar, who was assassinated in India several years ago. Capt. Bourke is a young man, with the reputation of being one of the most promising young men in his profession. He was previously in command of the yacht *Surprise* during the Duke of Edinburgh's command of the Mediterranean Squadron. Capt. Bourke was in command of the *Dryad* during the Madagascar affair a few years ago, and was at one time commander of the *Egeria*. Previous to his appointment to the *Victoria*, he was captain of the cruiser *Vespa*, of the Training Squadron.

It is probable that Admiral Sir E. Fremantle may be given the command of the Mediterranean Station.

FORMER BRITISH NAVAL DISASTERS.

Captain, old type ironclad, foundered off Cape Finisterre in 1868, 9 men saved and over 700 drowned.

Zurbriggen, training ship, captured off the Isle of Wight in 1878, 2 men saved and about 300 drowned.

Atlanta, training ship, disappeared off North Atlantic in 1879, over 400 men lost.

Wasp, gunboat, lost off the Irish Coast in 1883, 3 men saved and 78 drowned.

Wasp, gunboat, disappeared in China Sea between Singapore and Hongkong in 1885, about 50 men lost.

Serpent, gunboat, lost off the coast of Portugal, in 1890, 3 men saved and 160 drowned.

SUPREME COURT.

IN SUMMARY JURISDICTION. (Before His Honour Mr. E. J. A. Croft, Acting Chief Justice.) Monday, June 26.

THE MARINE INSURANCE CO. OF LONDON v. THE MARINE INSURANCE CO. OF LONDON.

In 1891 the *Marine Insurance Co. of London* (in liquidation), sued Messrs Scheele & Co. to recover \$39,17, the value of goods wrongfully detained by the defendants, and costs. A counter-claim was raised by Messrs Scheele & Co., suit \$28,000 for \$28,000 in default of delivery of machinery and tools, and for loss incurred in consequence of the defendant company withholding the said tools and machinery from the plaintiffs.

Mr. C. E. Ellis (of Mr. Victor Dawson's Office) appeared for the Furniture Co., and Mr. Phillips for Messrs Scheele & Co.

Mr. Ellis said before going into the case he would like to ask Mr. Phillips what was the meaning of a letter he received on Saturday from Mr. H. W. Wynn, solicitor to the defendant. The letter stated that the effect that \$300 had been paid into Court in satisfaction of the claim on condition that the claims were heard together. Mr. Ellis failed to see the meaning of the letter, as he was not allowed to take the money out of Court except under certain conditions. He failed to see how a sum could be paid into Court in full satisfaction of the claim pending the hearing of another claim.

Mr. Phillips—I will explain. I mentioned to Mr. Wynn that we had a counter-claim against the company, and I suggested to save the time of the Court that the case should be heard together, and whatever my clients are quite willing to consent to. If your Lordship thinks it would be better to hear both suits together than the money must remain in Court until your Lordship shall have heard or fixed some time for the hearing of suit 28. I think that is perfectly fair.

His Lordship—You admit that instead of \$320 which the plaintiff claims in suit 601 \$300 is due.

Mr. Phillips—I admit my liability is \$300.

His Lordship—Well, is that accepted?

Mr. Phillips—I am instructed to accept it, with costs, in full satisfaction of this claim. I should have given my friend notice to that effect, but I found it was impossible to withdraw the money from Court. The condition under which it was paid in was that I should not get it out.

His Lordship—And on the other hand, Messrs Scheele & Co. have a claim against you for \$320.35. Do you admit any portion of that?

Mr. Phillips—None of it.

His Lordship—None, absolutely. I would take judgment for \$300 and costs.

Mr. Phillips—Not costs, my Lord.

His Lordship—Why not costs?

Mr. Phillips—Because, my Lord, I am instructed to accept it, with costs, in full satisfaction of this claim.

His Lordship—You are instructed to accept it, with costs, in full satisfaction of this claim.

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CHINA COAST METE

Hongkong Harbour.

Departures reported to-day.

the Anchorage is divided into eleven Sections, commencing at

near the Kowloon shore, and those in the body of the

junction with the figures denoting the sections.

- Section.
1. From Naval Yard to Blue Buildings.
 2. From Blue Buildings to East Point.
 3. From East Point to North Point.
 4. From North Point to Kowloon Wharves.
 5. From Kowloon Wharves to the Naval Yard.
 6. From P. and O. Co's Quay to the Naval Yard.
 7. From Harbour Master's Office to the Naval Yard.
 8. From P. and O. Co's Quay to the Naval Yard.
 9. From P. and O. Co's Quay to the Naval Yard.
 10. From P. and O. Co's Quay to the Naval Yard.
 11. From P. and O. Co's Quay to the Naval Yard.

SHIPPING IN CHINA, JAPAN, PHILIPPINES & SIAM.

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CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(Calling at SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)

TWIN SCREW STEAMERS—10,000 HORSE POWER.

PROPOSED SAILINGS FROM HONGKONG.

EMPEROR OF INDIA, 6,000 Tons, WEDNESDAY, 5th July.

EMPEROR OF JAPAN, 6,000 Tons, WEDNESDAY, 26th July.

EMPEROR OF CHINA, 6,000 Tons, WEDNESDAY, 16th August.

THE STEAMERS of this Line pass through the famous INLAND SEA of JAPAN, and call at VICTORIA, B.C., to land and embark passengers.

The Mounting Service on the Canadian Pacific Railway surpasses that of any other Trans-Continental Route.

Passengers booked to all the principal points in Canada and United States, and also through to Great Britain and the Continent of Europe at current rates, with passengers' choice of Atlantic Line.

RETURN TICKETS.—Time limit for prepaid return ticket is reckoned from date of re-embarking at Vancouver.

Special Rates (first-class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Services, and to European officials in service of China or Japan.

The Canadian Pacific Railway is the only Trans-continental Line extending from the Pacific to the Atlantic seaboard, and running its own Sleeping Coaches through without change. The Dining Cars and Mountain Hotels on the Route are owned by the Company and their appointments and cuisine are unequalled.

The Steamers on the Pacific and all Day, Sleeping and Dining Cars are comfortably heated by Steam during the Winter Season.

For further information as to Passage and Freight, apply to D. E. BROWN, General Agent.

Hongkong, June 14, 1893.

SHARE LIST.—QUOTATIONS.—JUNE 26, 1893.

Stocks.

Hongkong and Shanghai Bank Corp.

New Issue.

Bank of China, Japan and Straits.

Lat. Ind.

National Bank of China, Limited.

China Insurance Co., Ltd.

China Traders' Insurance Co., Ltd.

North-China Insurance Co., Ltd.

Straits Insurance Co., Ltd.

Union Insurance Society of Canton, Ltd.

Yonghe Insurance Association, Ltd.

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Her Britannic Majesty's Ships on the China Station.

Torpedo Boats in Reserve Nos. 8, 20, 35, 36, 37 and 38, first class; and 3 second class boats.

* Flagship of Vice-Admiral the Hon. E. Fremantle, R.N., C.M.G.

* H. B. M. Ships' tonnage, displacements and effective horse powers are given according to H. M. Navy list.

Foreign Men-of-war on the China and Japan Station.

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City of Everett (via Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu).

City of Bellingham (via Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu).

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